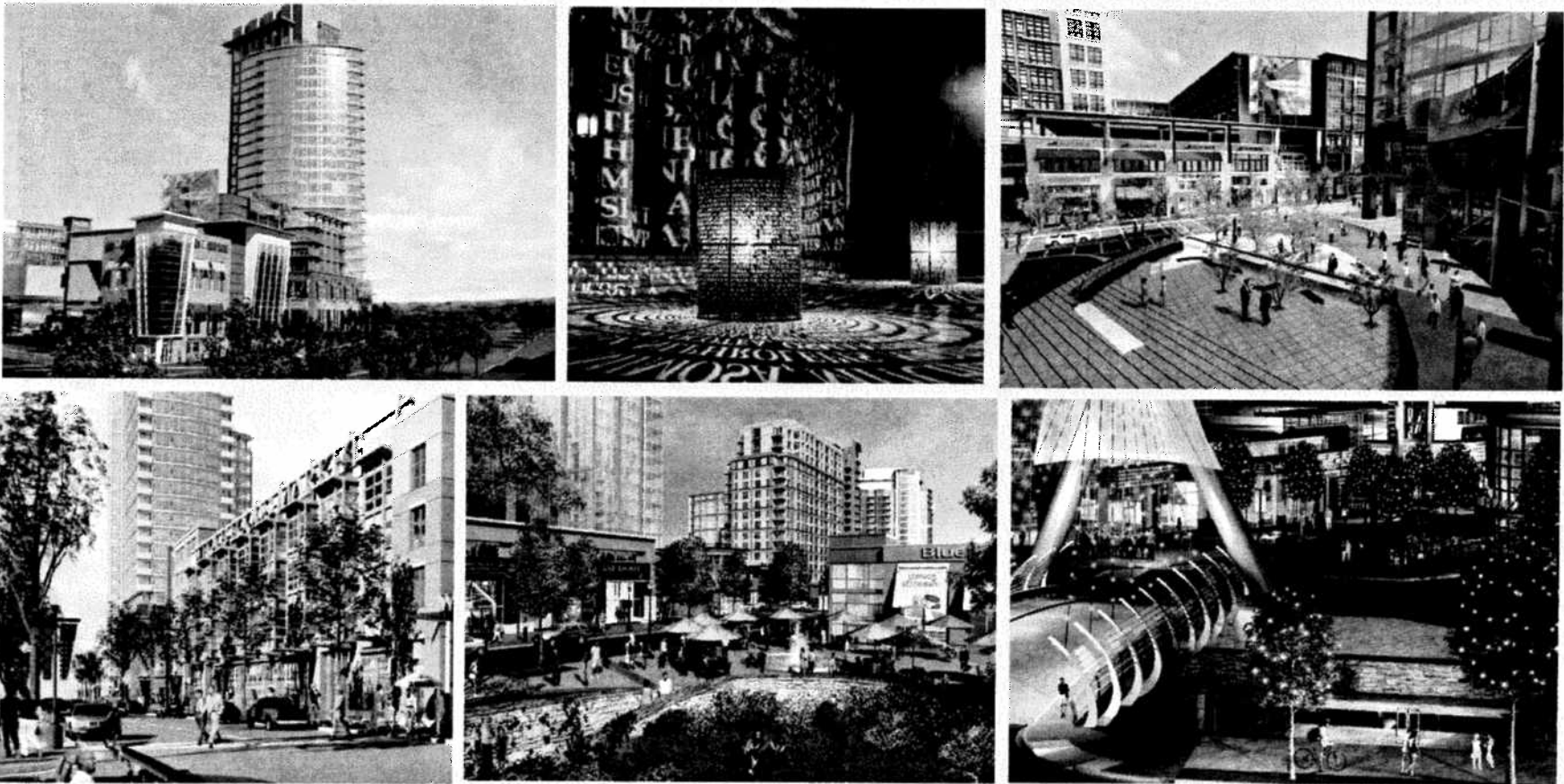


White Flint Sector Plan

Montgomery County Planning Board
November 20, 2008



Vision: North Bethesda's Urban Center

Urban Form

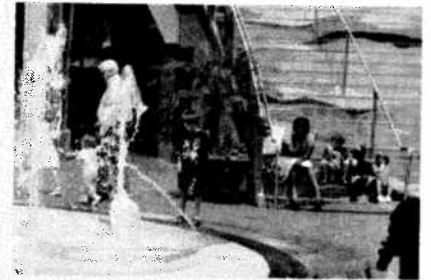
Pedestrian Scale

Mobility Options

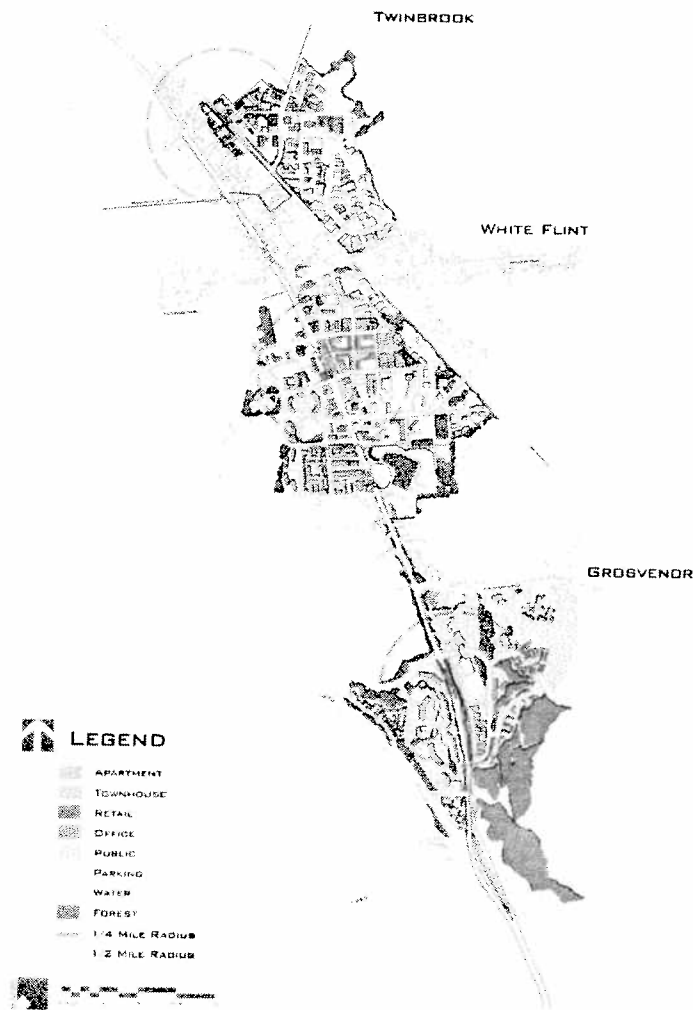
Open Space

Public Amenities

Staging



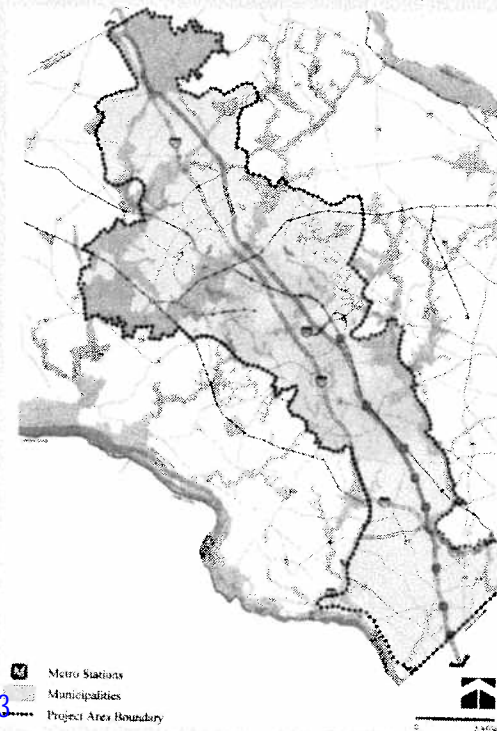
MD 355 Context: North Bethesda



Twinbrook: Life Science

White Flint: Urban Center

Grosvenor-Strathmore: Culture

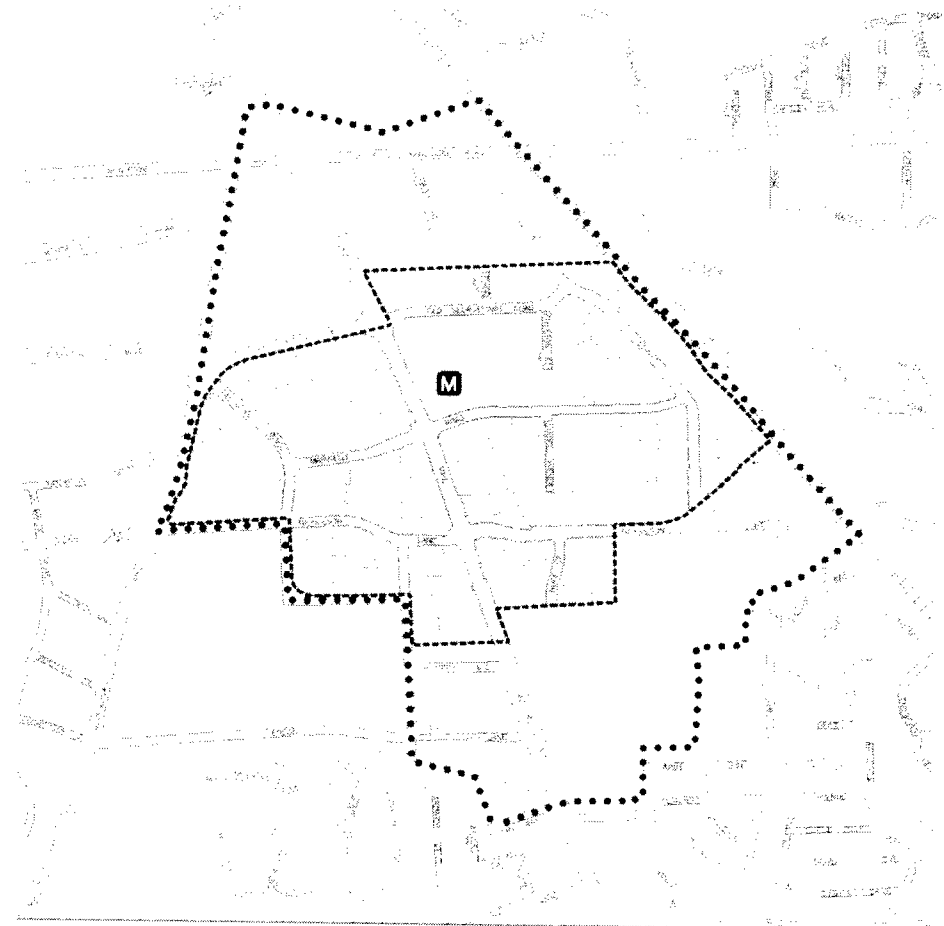


1992 Master Plan

200 acres

Same boundary as the 1978
Nicholson Lane Plan

Metro Station Policy Area



• • • • 2008 Sector Plan Area Boundary

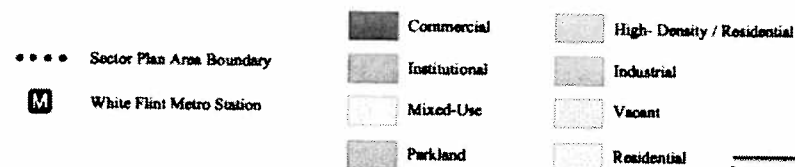
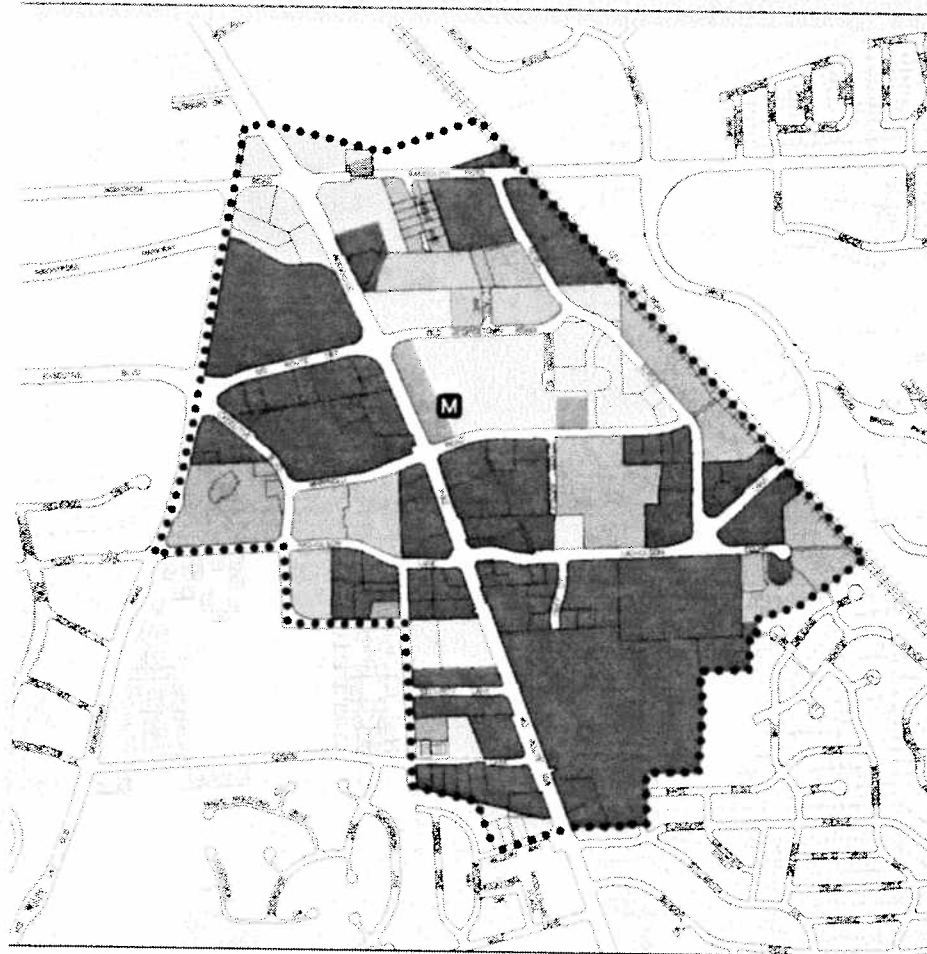
M White Flint Metro Station

--- 1992 Sector Plan Boundary &
Metro Station Policy Area



0 1000'

Existing Land Use



Primarily commercial uses
on large properties

Some mixed uses

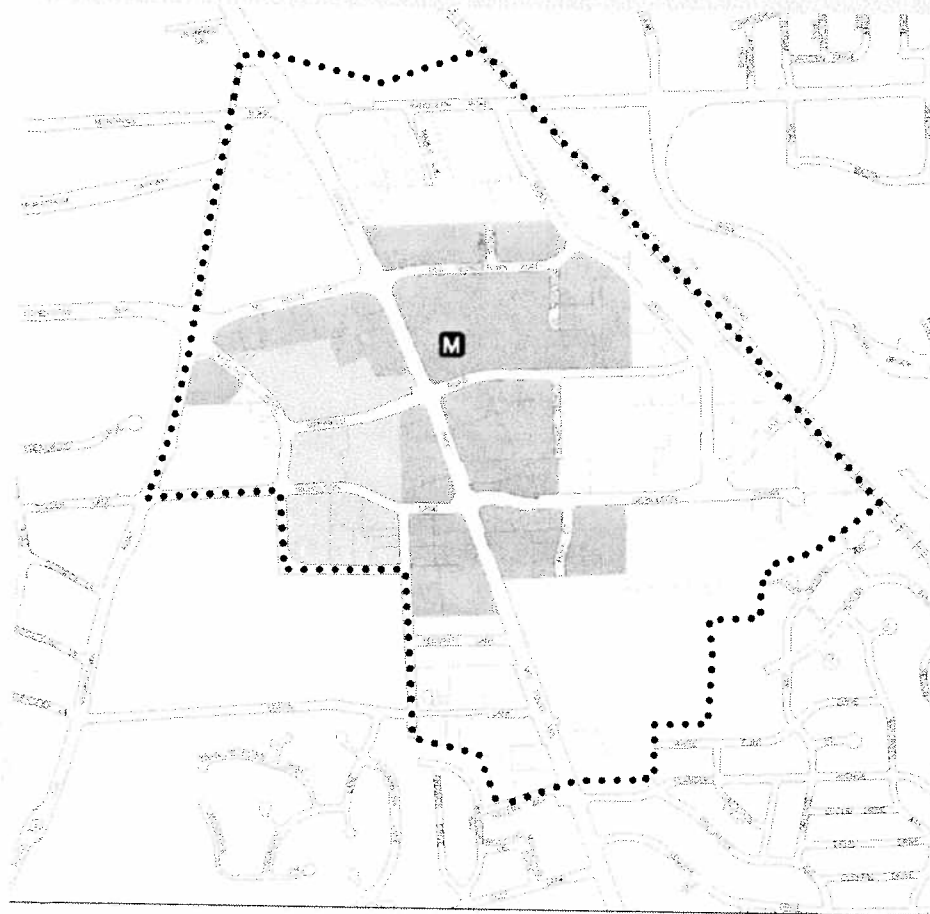
Existing multi-family residential
(2200 units)

Multi-family under construction
(2200 units)

Public facilities

Major highways

1992 Master Plan



Transit Station, Residential (TSR)
Maximum Density: 2.5 FAR

Transit Station, Mix (TSM)
Maximum Density: 2.4 FAR

- • • • • Sector Plan Area Boundary
-  Transit Station Residential (TSR)
-  White Flint Metro Station
-  Transit Station Mixed (TSM)



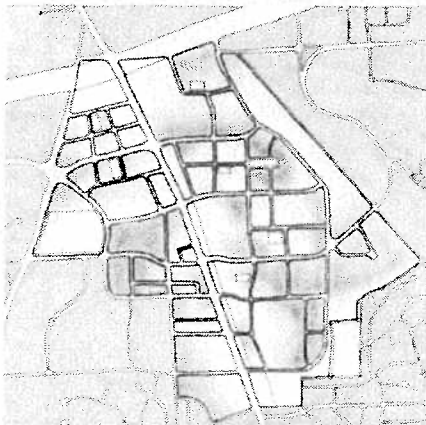
Elements



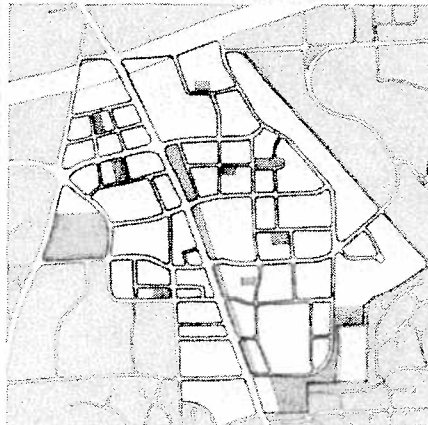
Urban-Density



Marketplace-Retail



Livable-Residential



Green-Open Space



Walkable-Network

Plan Concept

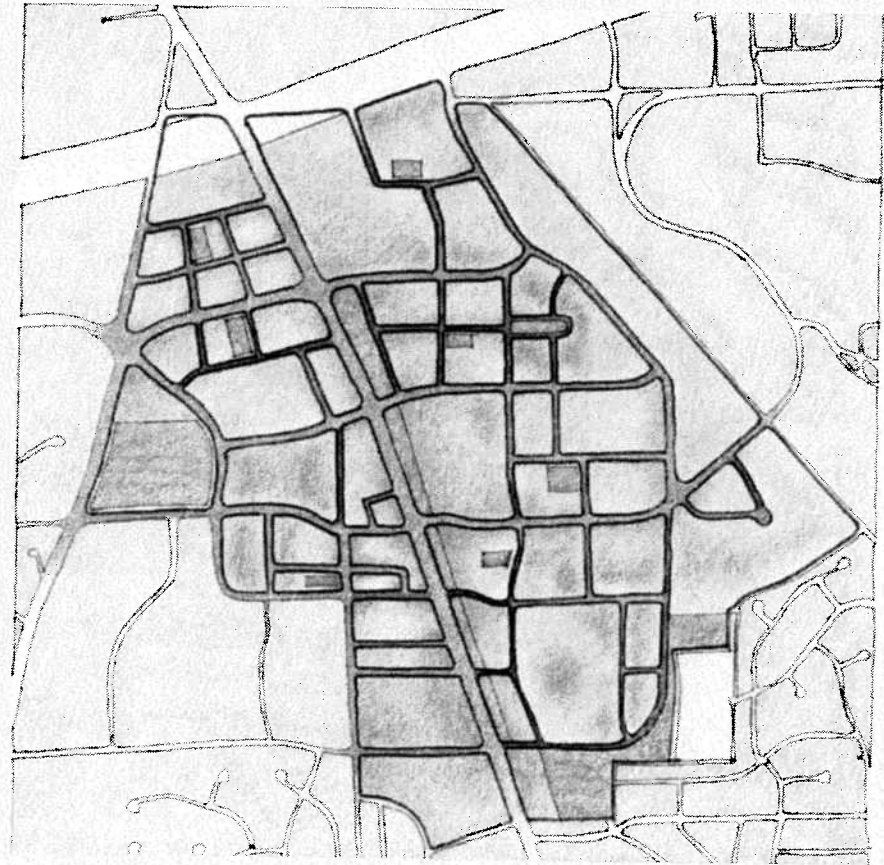
Walkable: Multimodal

Urban: Density and street activating retail

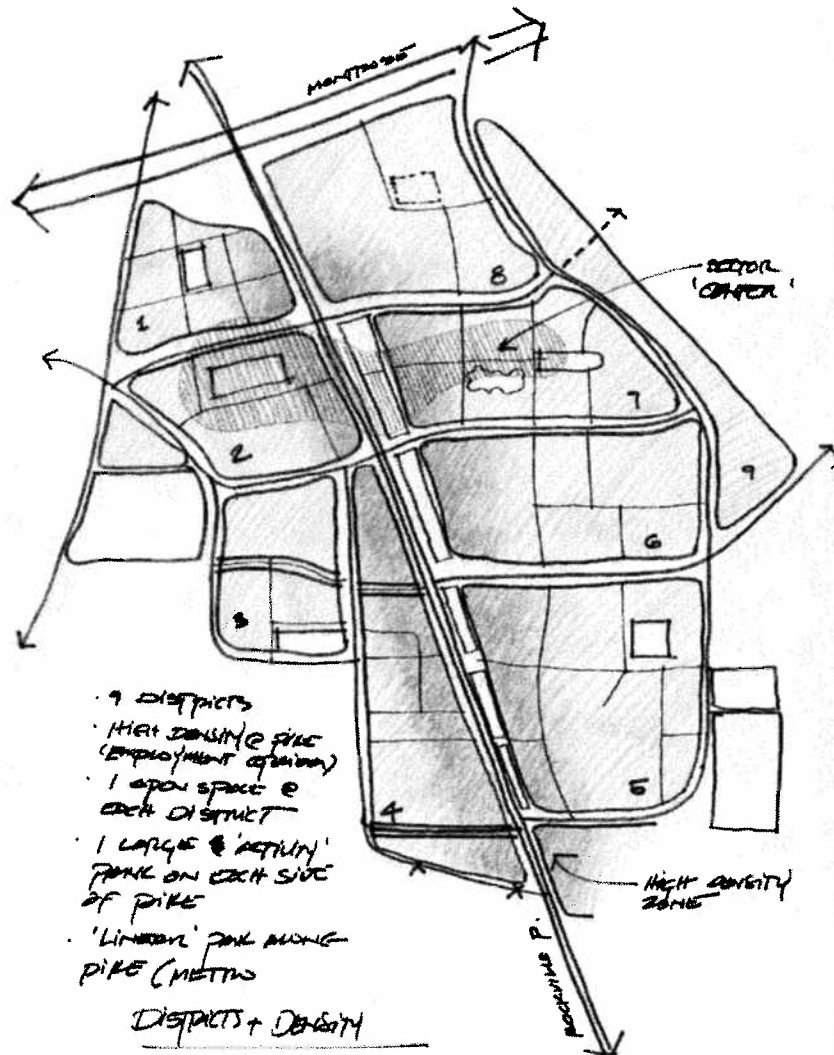
Green: Variety of parks and open spaces

Livable: A place where people live

Marketplace: Local and regional



Center



Metro Core

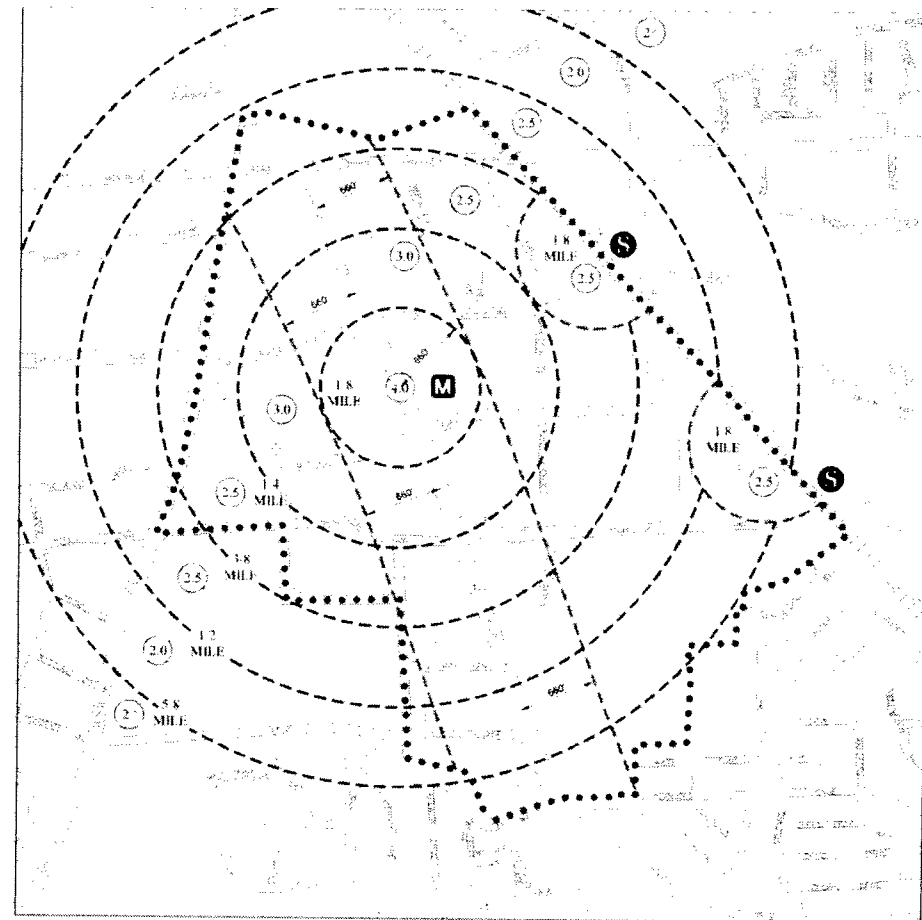
Rockville Pike

Districts

Proposed Density

Higher FAR at Core
Somewhat higher FAR at MARC

Lower density towards existing neighborhoods



..... Sector Plan Area Boundary



White Flint Metro Station



Potential MARC Train Station

--- 1.8 Mile Concentric Ring

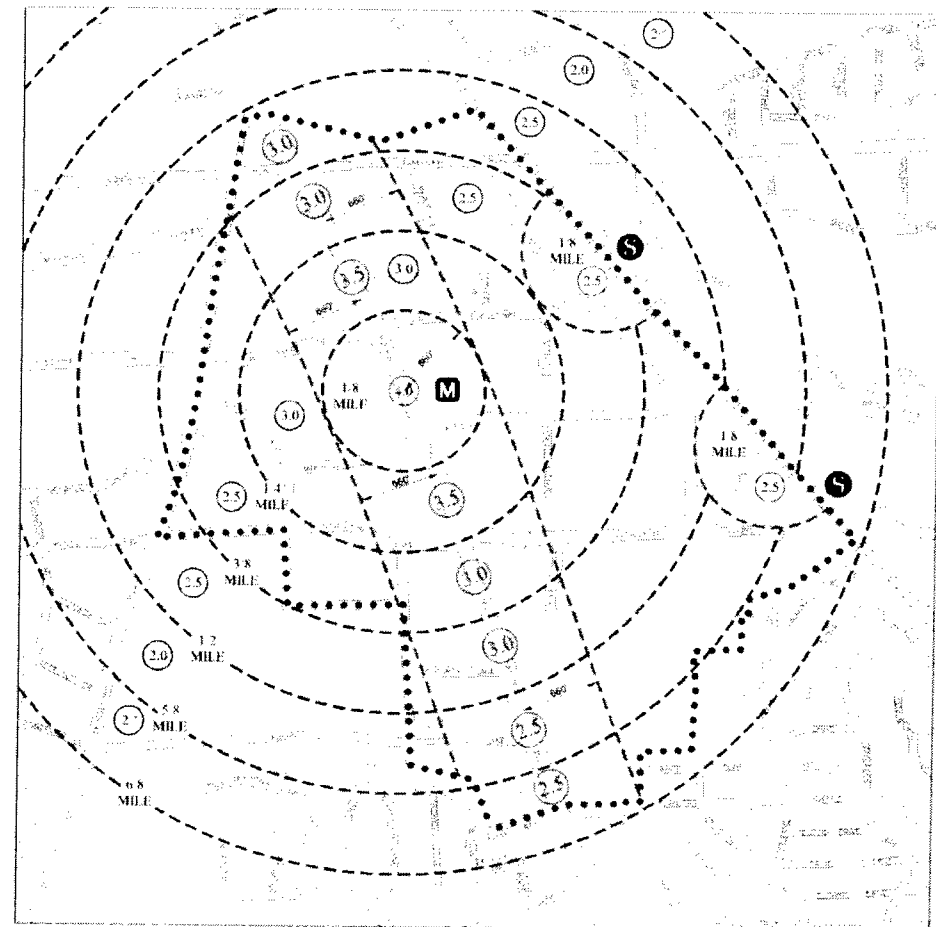
--- Secondary Transit Distance



1000'

Transfer of Density

Properties along MD 355 can accommodate additional density through density transfers



..... Sector Plan Area Boundary



White Flint Metro Station



Potential MARC Train Station

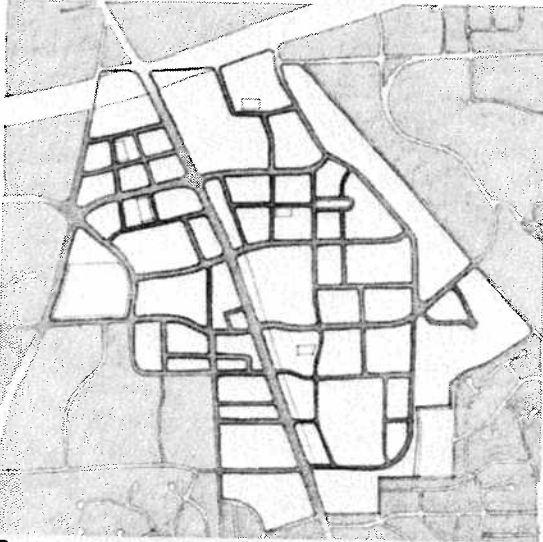
--- 1.8 Mile Concentric Ring

--- Secondary Transit Distance



0 1000'

Mobility



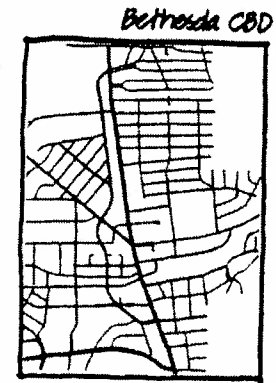
Future



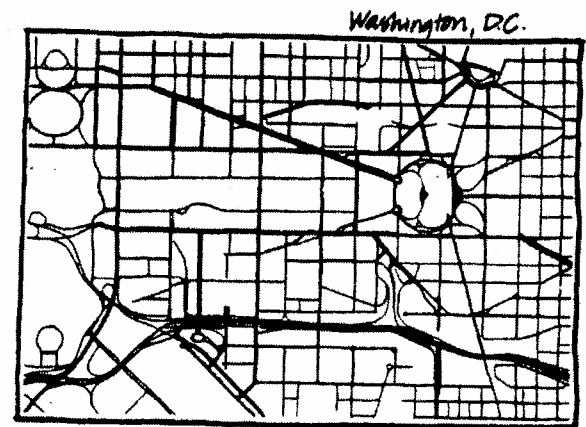
Existing



1992 Master Plan Comparison

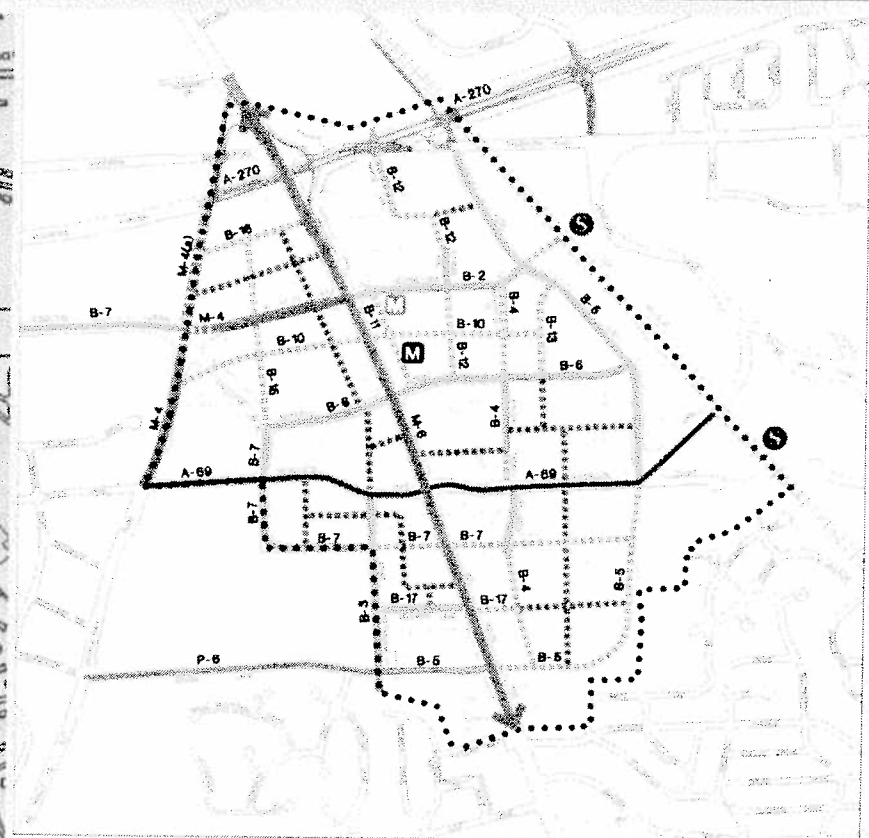
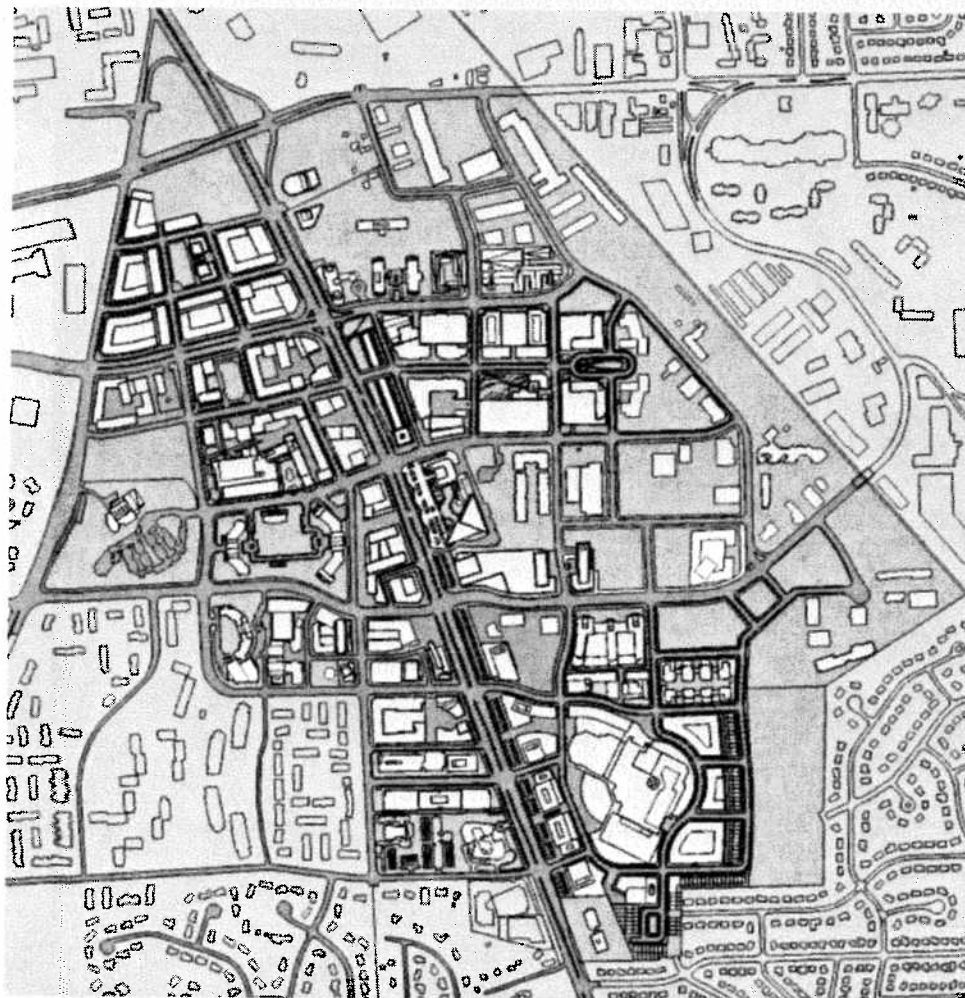


Rockville Pike



Mobility

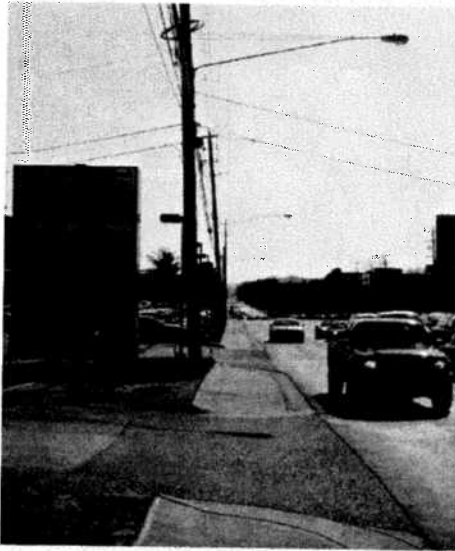
Street Pattern



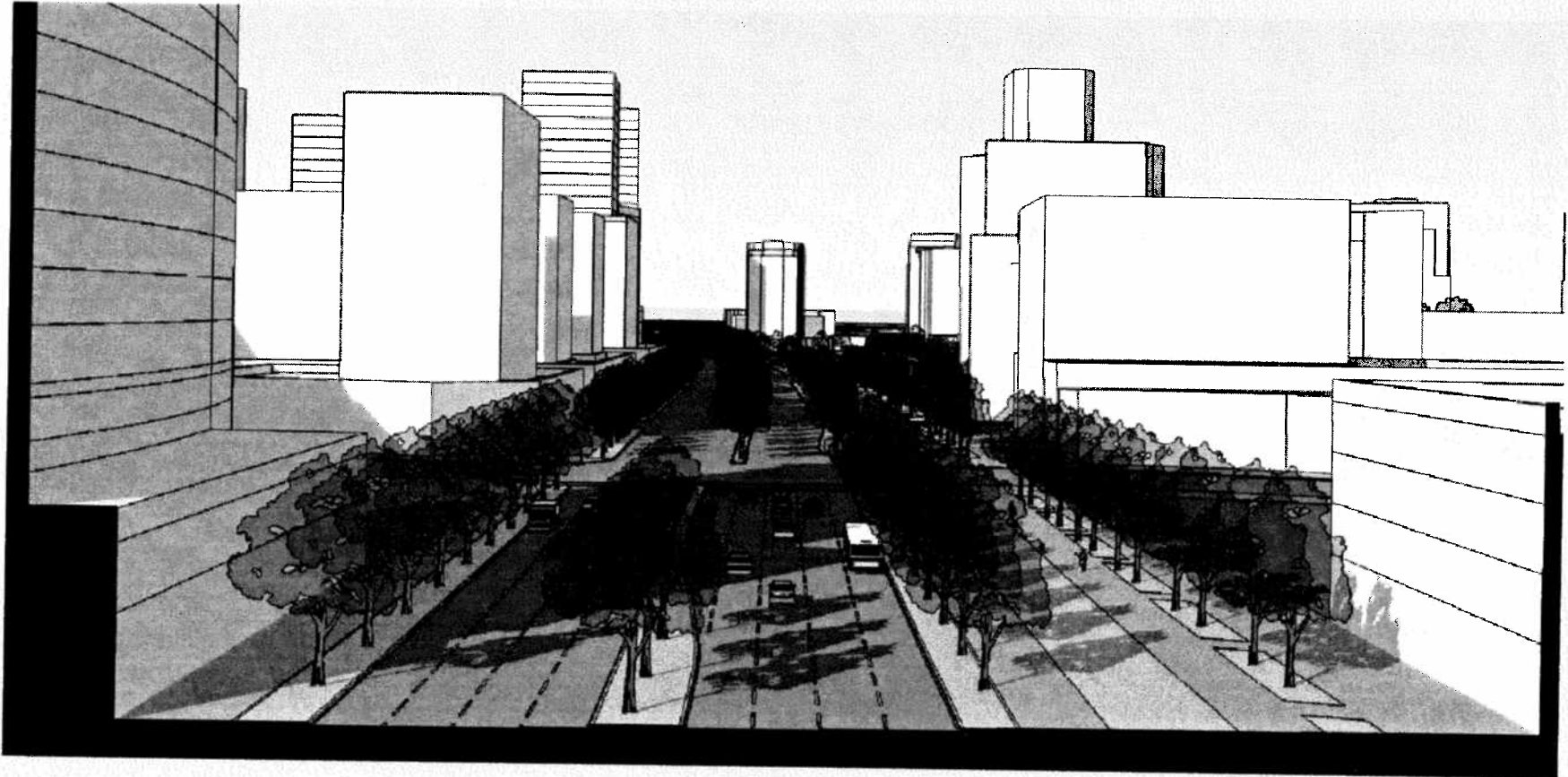
- | <ul style="list-style-type: none"> Sector Plan Area Boundary M White Flint Metro Station S Potential MARC Train Station A-90 Master Plan of Highways Road # Potential New Metro Entrance | <table border="0"> <tr> <th>Existing</th> <th>Proposed</th> </tr> <tr> <td></td> <td> M: Major Highways</td> </tr> <tr> <td></td> <td> B: Business Street</td> </tr> <tr> <td></td> <td> A: Arterial</td> </tr> <tr> <td></td> <td> P: Primary Residential Street</td> </tr> <tr> <td></td> <td> Proposed Streets (Public Private Alley)</td> </tr> <tr> <td></td> <td> MD 355 & Montrose Randolph Road Interchange</td> </tr> </table> | Existing | Proposed | | M: Major Highways | | B: Business Street | | A: Arterial | | P: Primary Residential Street | | Proposed Streets (Public Private Alley) | | MD 355 & Montrose Randolph Road Interchange |
|---|---|----------|----------|--|-------------------|--|--------------------|--|-------------|--|-------------------------------|--|---|--|---|
| Existing | Proposed | | | | | | | | | | | | | | |
| | M: Major Highways | | | | | | | | | | | | | | |
| | B: Business Street | | | | | | | | | | | | | | |
| | A: Arterial | | | | | | | | | | | | | | |
| | P: Primary Residential Street | | | | | | | | | | | | | | |
| | Proposed Streets (Public Private Alley) | | | | | | | | | | | | | | |
| | MD 355 & Montrose Randolph Road Interchange | | | | | | | | | | | | | | |



Mobility-MD 355



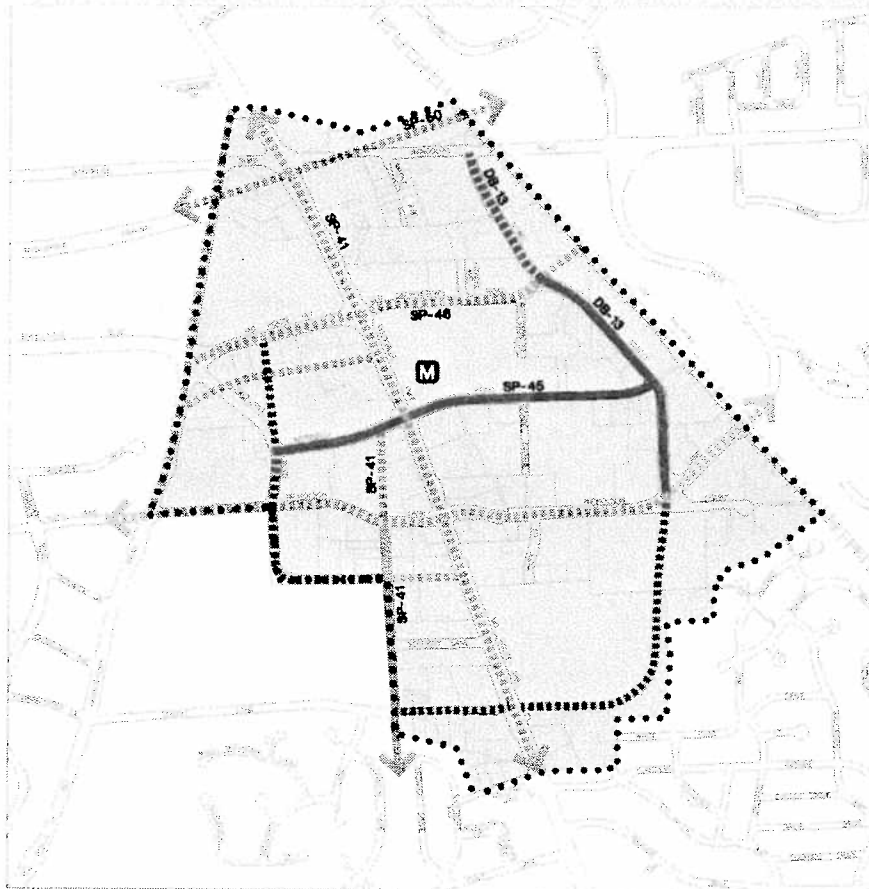
Mobility-MD 355



View looking north along Rockville Pike (MD 355)

Rockville Pike Boulevard Concept

Mobility



Bicycle and pedestrian priority area

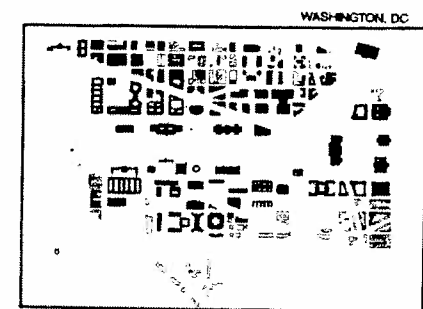
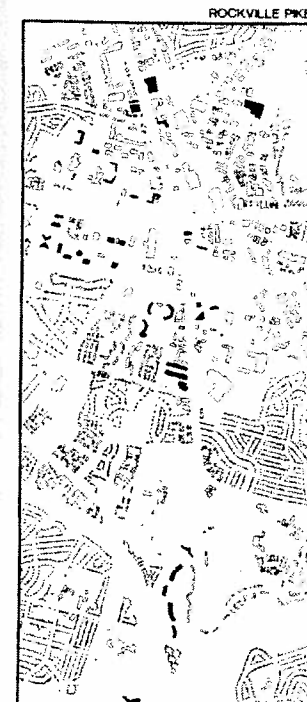
Regional trail connections

Integrated with street network

Supported by on-site facilities

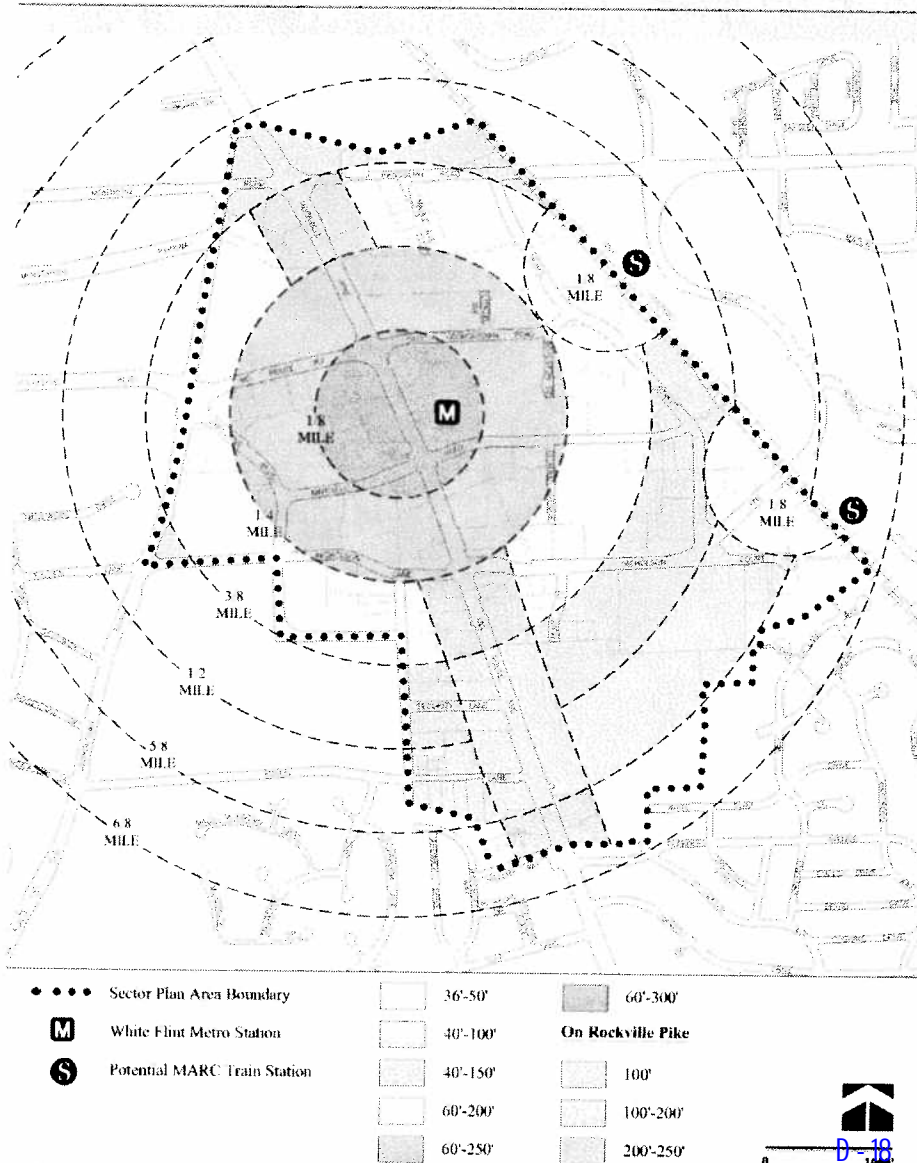
Bike rental kiosks

Buildings



- 1-4 Stories
- Over 4 Stories

Proposed Building Heights



Guidelines for building height establish a transition from the Metro Station and MARC Stations to the adjacent neighborhoods based on the distance from the transit stations

Tallest buildings at the Metro Station and along MD 355 (Rockville Pike)

Lowest buildings adjacent to the existing neighborhoods

Buildings

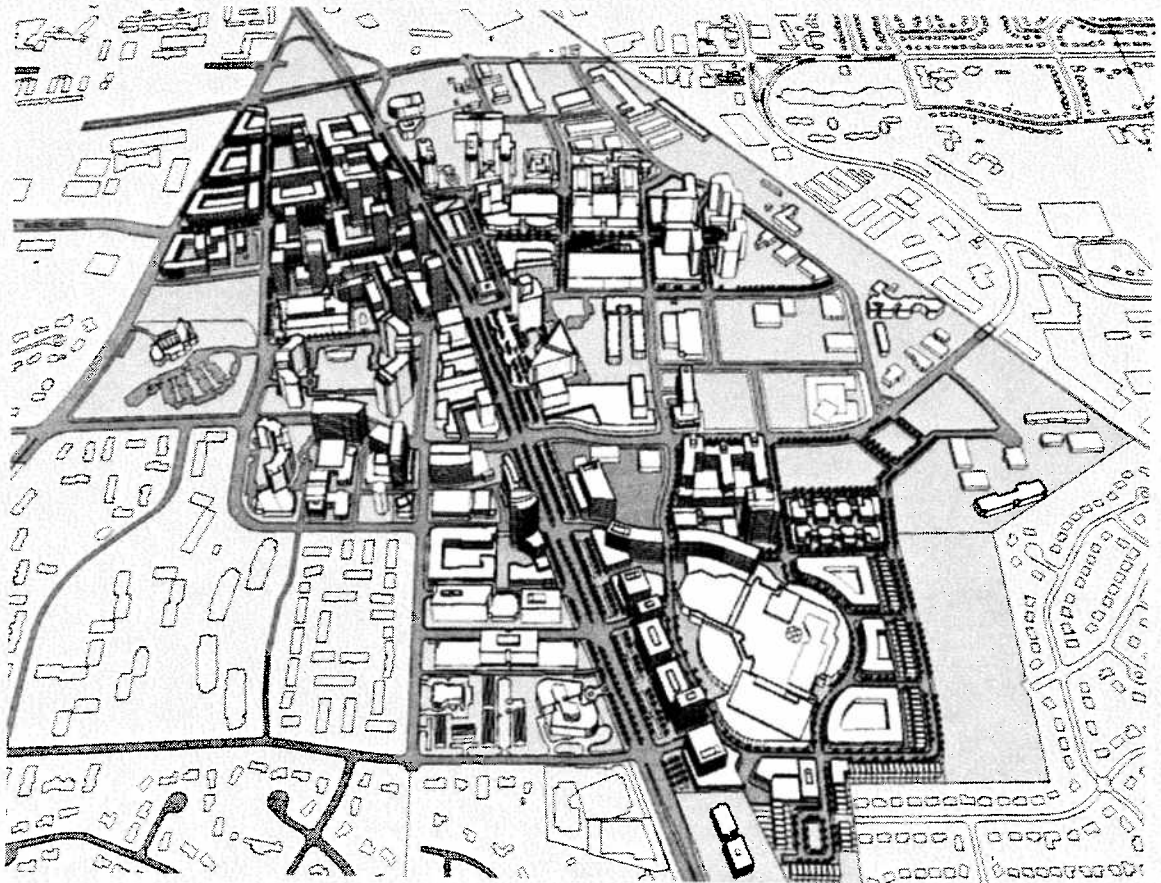
General Guidelines for Buildings:

Buildings will form the streets and public open spaces

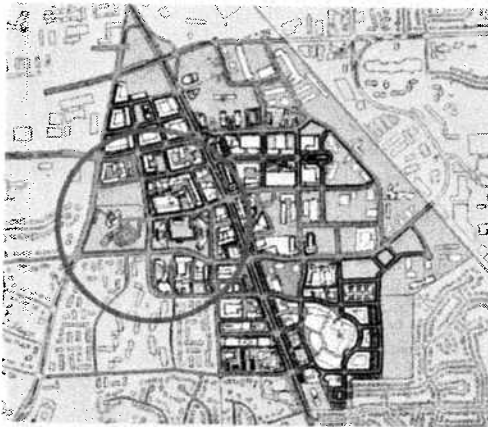
Tallest buildings (300') along Rockville Pike and at the Metro Station

Lowest buildings adjacent to the existing neighborhoods

Locate parking below grade, and away from streets



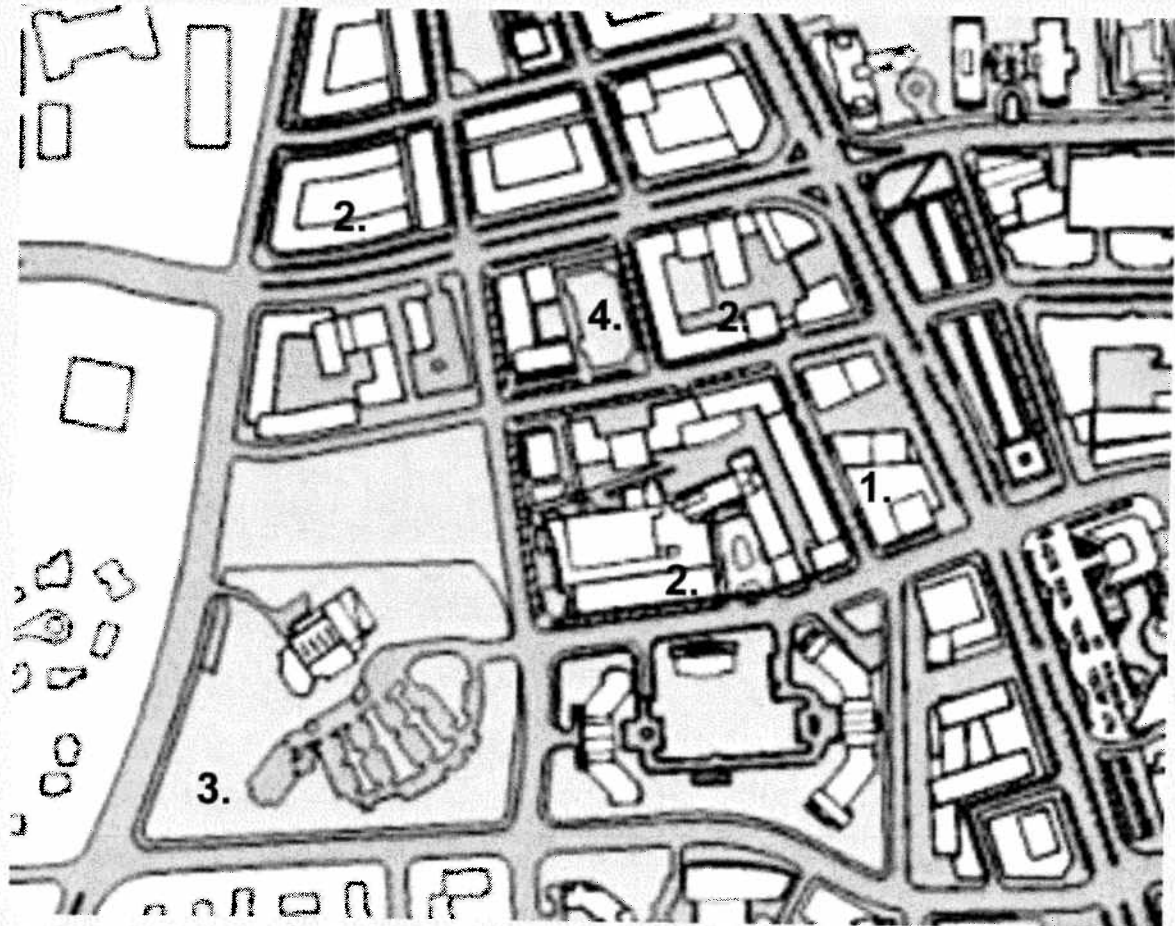
Buildings



Building Form and Neighborhood Character Conference Center Block

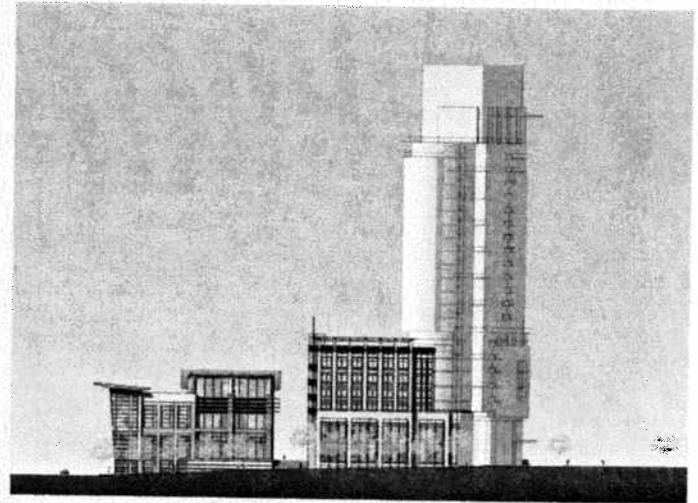
Guidelines:

1. Towers (300' high) along MD 355
2. Street oriented buildings:
 - 30' setback (curb to building) from MD 355
 - 15'-20' setback (curb to building) from all other streets
3. Parking area in Wall Park redesigned for active and passive recreation
4. Civic green (1/2 to 1 acre)



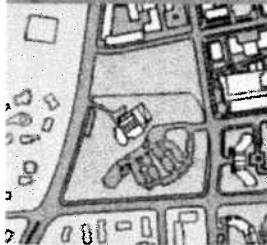
Transitions

Lower building heights and density
towards existing communities



Open Space and Public Use

Parks for White Flint



Wall Park is a park adjacent to the Montgomery County Aquatic Center. Replacement of the surface parking lot provide an opportunity to create and active park with fields and other public recreation facilities.

On-site Public Use Space



Each optional method project is required to provide 20 percent on the net lot to be public use space. Projects can provide this space on-site or off-site to provide a center of public life in White Flint.

Public Use Space



Civic green located on the Conference center block provides the primary open space for civic function in the White Flint area. This open would be visible and defined by the buildings.

Recreation Space



A range of recreation opportunities will be provided in the White Flint area. The larger public parks provide for major recreation fields. Other public uses space provide for other recreation opportunities.

Neighborhood Open Space



Neighborhood open space located on the LCOR property. This space provides a focus for the neighborhood. Larger projects provide this space as part of the list of amenity requirements designated in the sector plan.

Recreation Loop



The recreation loop provides an extensive pedestrian network. This trail connects the neighborhood parks and the active recreation areas. Wide sidewalks, trees and pedestrian lighting will mark this trail.

Open Space and Public Use

Range of Parks for White Flint

Parkland : For the White Flint Area

- Active Urban Park - 11 acre Wall Park
- White Flint Park (existing buffer area)

Public Use Space: For the White Flint Area

- Civic Green - 1 acre ☆
- On-site or off-site public use space

Proposed Neighborhood Open Space

- Designated open spaces
- On-site or off-site public use space
- Neighborhood Green - ¼ to ½ acre

On-site Public Use Space

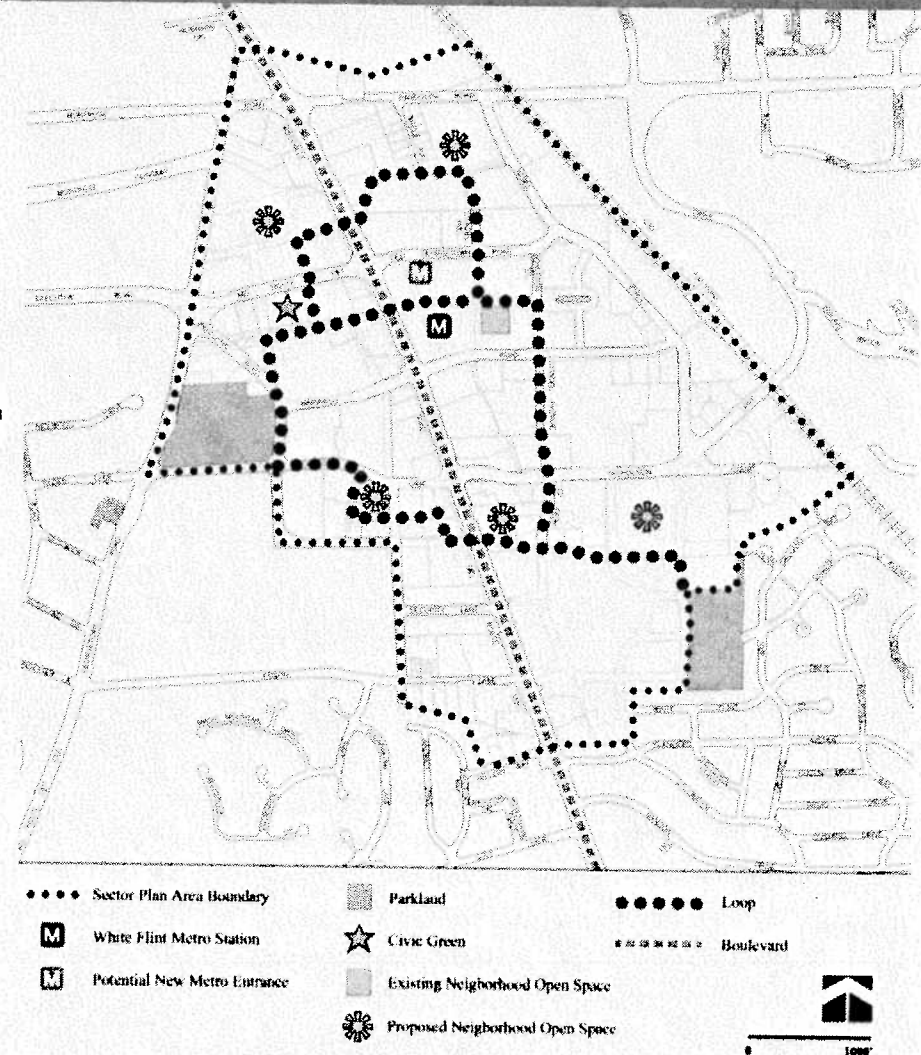
- Additional public use space
- 20 percent minimum for each project
- Size varies

Recreation Space

- On-site active and passive space for residents
- Interior or exterior, size varies

Recreation Loop

- Pedestrian linkage between open spaces



White Flint Districts

Maple Avenue

Mid-Pike

Metro West

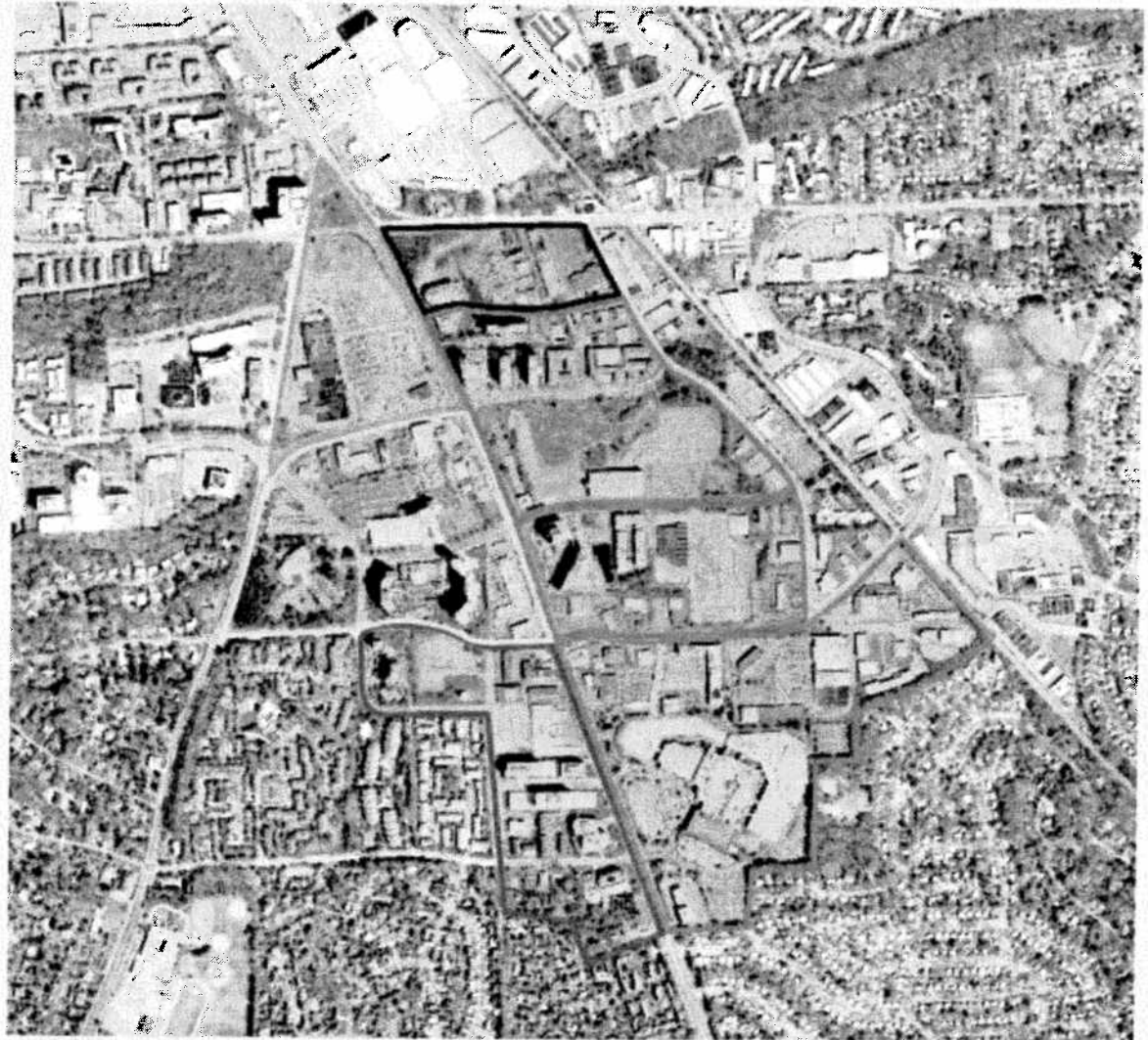
Metro East

NoBe

White Flint Mall

NRC

Nebel Corrido



Level of Development

	Amount of Development			Totals
	Existing	Pipeline (Approved/ Under Construction)	Recommendation	
Dwelling Units	2,259 dus	2,220 dus	9, 800 dus *	14,279 dus
Residential Square Feet	2.7M	2.6 M	11.7 M*	17 M
Non- Residential Square Feet	5.5M	1.79 M	5.69 M	12.9 M

*Average dwelling unit size is 1, 200 sq.ft

* Does not include MPDU and WF bonus densities

Sustainability

Design to avoid, reduce and sequester carbon emissions.

Green Buildings should emphasize:

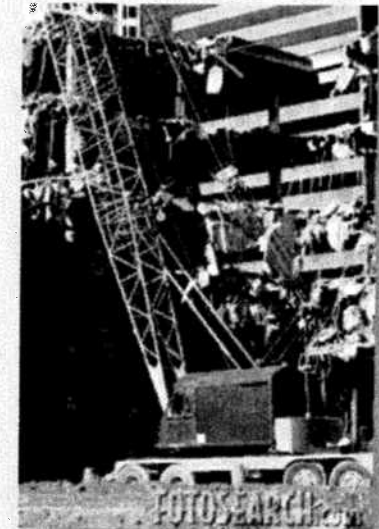
Efficient energy
systems and
use of renewable
energy sources



Bicycle storage
and
shower facilities



Green roofs,
green walls, and
water
conservation



Recycle materials
from existing
building
deconstruction

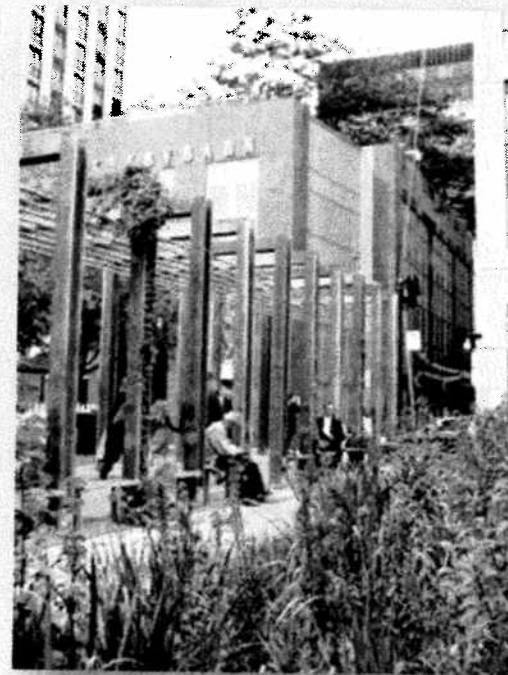
Sustainability

30% Tree Canopy Coverage

Native vegetation for community character
Clean air, reduce heat island, filter water



Provide pervious areas



Use native plants and
promote biodiversity

Sustainability

No net loss of pervious land surface

Provide a connected multi-functional green space system that also achieves

Recreation: Active or Passive



Environmental:
Stormwater infiltration



Transportation: Attractive and safe walking and biking lanes



Cultural: Public art or Historic reference

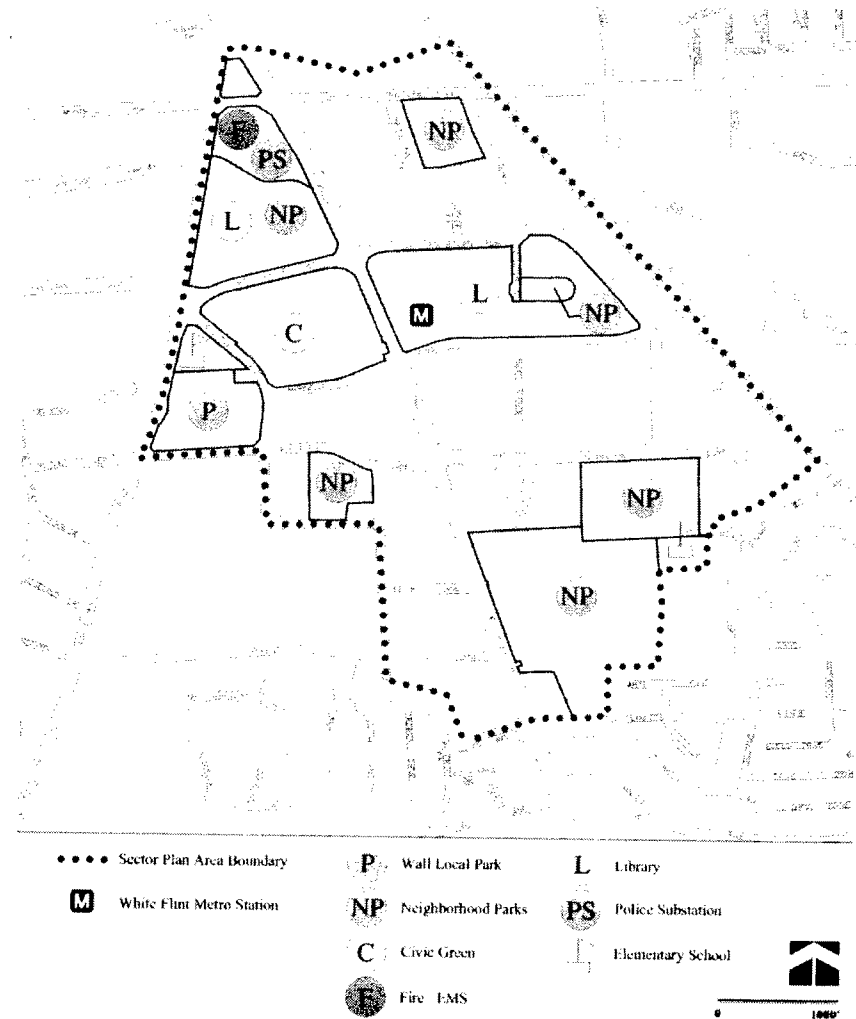
Public Facilities

Public Parks

Library

Elementary School

Fire and Emergency Services



Staging of Development

Prerequisites

Approval of the Sector Plan and
Sectional Map Amendment (SMA)
Expansion of Metro Station Policy Area
Create a public-private partnership

- Urban District
- Development District
- Business Improvement District
- Parking Lot District
- Special taxing district

Coordinate with SHA/MCDOT to develop a
Rockville Pike Boulevard Feasibility Study
Establishment of Bicycle Pedestrian Priority Area
Develop a Transportation Approval Mechanism
and Monitoring Program

- Biennial monitoring program
- Establishment of an advisory committee



Staging of Development

Phase 1

Level of Development

3,200 residential dwelling units

2 million sq.ft of non-residential development

Requirements

Fund the realignment of Executive Blvd
and Old Georgetown Road

Fund the east-west Main Street

Establish a bus circulator system

Fund the acquisition or dedication Civic Green

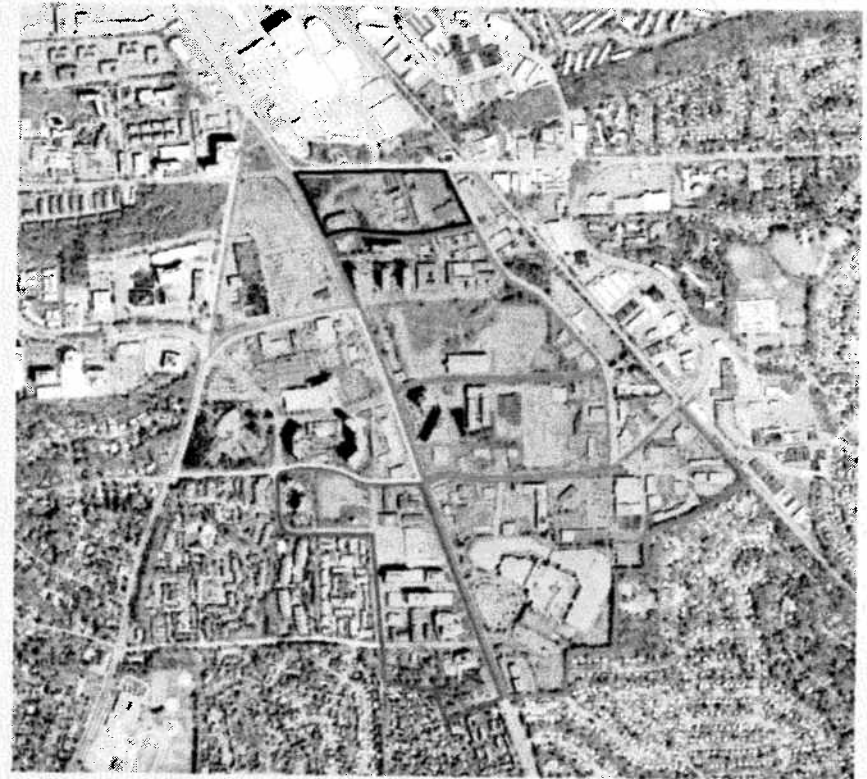
TMD goal of 30% non-automotive drive share

Public-private partnership to redevelop

Wall Park parking lot

Locate an express/urban library

Pre-planning for Rockville Boulevard with SHA



Staging of Development

Phase 2

Level of Development

2,600 residential dwelling units

2 million sq.ft of non-residential development

Requirements

Increase non-automotive drive share to 35%

MCPS to evaluate the status of
an elementary school

Fund the second entrance to the Metro Station

Fund MARC station

Completion of business street network



Staging of Development

Phase 3

Level of Development

3,800 residential dwelling units

1.9 million sq.ft of non-residential development

Requirements

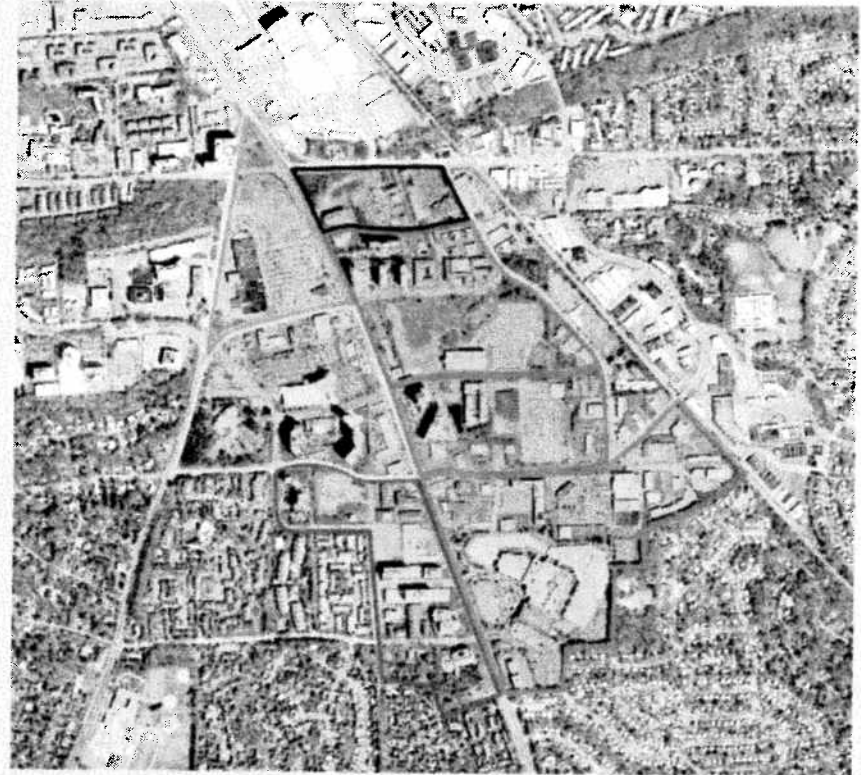
Increase non-automotive drive share to 39%

Fund the

Implement MARC station

Complete all streetscape improvements

Construct an elementary school, if needed



Implementation

White Flint Redevelopment Authority

Public-Private Partnerships
Development District
Special Taxing District



3D

Next Steps

January 2009 Public Hearing?

Appoint members of the Steering Committee

